

YUKON!!

Folding Camp Cook Stoves.

I have a complete stock of miners' and prospector's hardware in the way of picks, shovels, washing pans, carpenter tools, guns, rifles, ammunition, camp cooking utensils, and the celebrated folding camp cook stoves, made for the trade.

LIGHT AND DURABLE.

Orders by mail promptly filled. All kinds of tinware made to order.

JAS. A. STOVEL.

ARTHUR COASKE,
(LATE OF CHICAGO)

Fashionable Tailor AND FURRIER

Has permanently located in Edmonton and will serve the public as follows:

Suits to order (latest styles) \$15 and up
Overcoat " " " 15 "
Coat and Vest, " " 12 "
Pants, " " 3 "

Perfect fit and workmanship guaranteed. Ladies' coats and capes made in the latest styles, also furs made up into Capes, Muffs, Cuffs, Caps, etc. Furs repaired and remodeled in satisfactory manner.

Special attention given to the Yukon trade.

Next door east of Telegraph Office.

Orders for the South Edmonton Tannery received.

Fort Saskatchewan MILLING COMPANY.

BRANDS:

"Alberta Patent"
"Alberta Strong Bakers"
"Our Daily Bread"
"X X"

Wholesale Orders a Specialty. Traders would do well to enquire for prices before purchasing elsewhere. Once used always used. More bread to the sack than any other Flour manufactured in Alberta.

FORT SASKATCHEWAN AND STURGEON MILLS.

Post Office—Fort Saskatchewan.

Merchants and Traders supplied from the Wholesale Depot at Edmonton. All brands in stock.

W. S. ROBERTSON, Agent.

NOTICE.

We understand that flour has been offered for sale in unbranded sacks, and represented as the product of our mill, and we wish to warn the public that we will be responsible for neither the quantity or quality of any flour claimed to be our product unless in sacks branded with our trade mark.

FORT SASKATCHEWAN MILLING CO.

LUMBER FOR SALE AT STURGEON MILL.

All kinds of lumber for sale. Best lumber a specialty. Call or write for prices.

The Railroad

TO CROSS AT

Ft. Saskatchewan

To bring customers to SHERA & CO. to buy Groceries, Dry Goods, Boots & Shoes, Gents' Furnishings, Crockery and Glassware. All new and well assorted. No trouble to show goods and give prices.

SHERA & CO.,
FORT SASKATCHEWAN.

LOST \$5.00 REWARD.

Lost or stolen from C. F. Strane's fence on the 15th Sept. one cream mare, three years old, with saddle and bridle on. Description of mare: cream silver mane and tail, one hind foot white, white hairs face, slightly silver-tipped. The above reward will be paid for information leading to her recovery at Brown's heavy stable, Edmonton, or at the Belmont Farm, by James Price. 94-99

COAL!

Of first class quality \$2.50 per ton delivered. Cash on delivery, no exceptions.

J. MILNER.

COAL!

Of first class quality \$2.50 per ton Cash on delivery.

WM. HUMBERSTONE.

Sturgeon Coal

Quality unsurpassed, and the best on the market. Delivered in town \$2.50 per ton; at mine \$1.00. The Sturgeon Mines.

lapi FRANK SMITH, Manager.

COAL :: COAL

Second to none, or the best on the market.

\$2.50 per ton. Positively no credit.

W. J. BALDWIN.

RED DEER

ALBERTA HOTEL, Red Deer, near the C. P. R. A. Depot. Train table for dinner. Good sample oom. STEPHEN WILSON, Proprietor. 52-57

NEW ADVERTISEMENTS.

LOST. Come to the premises of Ludwig Armbruster, section 30, township 52, range 25, Stony Plain, one Black pony, mare, 4-1/2 years old, no brand. Owner is requested to pay expenses and take away. LUDWIG ARMBRUSTER, Stony Plain P. O.

NOTICE.

I will not be responsible for any debts contracted by my wife without my written order.

JOHN GROVE, Edmonton.

NOTICE.

Take notice that the partnership heretofore existing between the undersigned as dyers, etc., has this day been dissolved by mutual consent. All accounts due the firm must be paid to the undersigned Mayerhofer, who will pay all liabilities thereof. Dated October 4th, 1897. (Signed) JOSEPH BIRCHNER, FERD. MAYERHOFER. Witness: E. C. EMERY.

THE BULLETIN

During the next six months will make a specialty of securing and publishing information regarding the Yukon and the way to get there. Reports will be received from the several exploring parties sent out by the Canadian government and by the business men of the town respectively. Also from the prospectors now on the way by the several routes. These will be published promptly.

Subscription, 6 months, \$1.

Grand Bazaar AND CONCERT.

This Grand Bazaar, the best of this kind, will be held on Tuesday, Wednesday and Thursday, 12th, 13th and 14th instant, in THE TAYLOR BLOCK.

Under the patronage of the R. C. ladies of Edmonton.

Considerable number of useful and fancy articles, also fruits, candles of all kinds, ice cream, etc. will be on sale. Tea will be served every day from 6 to 8. Band of St. Albert Industrial School will be in attendance.

The best vocalists in Edmonton have kindly promised their co-operation.

Entrance fee, 25cts. Meals 25cts.

Cordial invitation to all.

—SEND FOR THE— Alberta Plaindealer's

ELEGANT Lithographed Map 24 x 36 in.

Showing all routes by way of Edmonton to Peace, Liard, Pelly and Yukon gold fields, together with

PAMPHLET

Containing description of said routes; also full and reliable information as to supplies, guides, boats, horses, dogs, time to start and all other matters of interest to the intending prospector.

This Map and Pamphlet, now in press, will be out about Oct. 15.

PRICE, \$1.00.

APPLY TO

THE ALBERTA PLAINDEALER

South Edmonton, Alta.

—THE— Edmonton Milling

COMPANY (LIMITED)

SOUTH EDMONTON, ALBERTA.

—Manufacturers of Best—

Hungarian Patent

AND

STRONG BAKERS

ROLLER FLOUR

From No. 1 Hard Wheat.

Put up in double sacks for the Klondyke Trade.

We sell at prices below Winnipeg, Chicago or New York.

Large stock always on hand.

EDMONTON MILLING COMPANY LIMITED.

R. RITCHIE, Manager.

HOUSEKEEPER WANTED.

Must be good cook, and take charge of house. Permanent and good wages to suitable person. Apply at Belmont office. 97-99

SUPPLEMENT TO THE BULLETIN, 7th October, 1897.

EDMONTON TO YUKON.

[CONTINUED FROM FOURTH PAGE]

here and seeing exactly what is the capacity of his transport. This is particularly important if pack horses are used. While it is to the interest of the Edmonton merchant to sell the prospector goods it is not to his interest to sell him more than he can get through with; therefore, the advice as to what is actually necessary that can be had at Edmonton is more reliable than at any other point, where the dealer has not the same direct interest in the success of the trip. The amount and kinds of food required may be judged by taking the daily rations supplied the Northwest Mounted Police, as follows:

	lb.	oz.	lb.	oz.
Fresh beef,	1	8		
Or bacon or corned beef,			1	
Bread,	1	8		
Or flour or biscuits,			1	4
Potatoes,	1			
Or dried apples, 3 oz., or beans				4
Sugar,				3
Rice or barley,				1
Butter,				2
Tea,				1/2
Coffee,				1/2
Salt,				1/2
Total,	3	16	2	15 1/2

Pepper, soap, candles, matches extra. When on prairie or field duty an extra issue not exceeding 25 per cent. is made.

From the foregoing it will be seen that each man is expected to use three pounds weight of necessities every day or 1,150 pounds a year. In travelling by boat a wide latitude may be allowed as to supplies, but in packing on horses the weight must be kept down, and the packages be easily handled and not liable to break. For his own sake the packer's food supply should be confined principally to flour, bacon, beans, rice, lump sugar, tea and baking powder. These are all easily carried and handled and not liable to spoil. Matches, salt, pepper, soap, candles, etc., are only absolutely necessary in small quantities. Everything should be of the very best quality and double sacked in parcels not exceeding 50 pounds. There is no economy in saving a cent or two on the purchase price of an article upon which dollars are to be expended in freighting. This point cannot be emphasized too strongly. In the quotations given below only the best quality and maximum price is quoted.

Food and sundries for one year's outfit by pack horse:

450 lbs. flour @ \$3	\$13.50
350 lbs. bacon, side, @ 11c, (Breakfast bacon 13c)	38.50
75 lbs. beans @ 4 1/2c per lb.	3.37 1/2
50 lbs. rice @ 7c,	3.50
75 lbs. sugar, Paris lump, @ 6 1/2c,	4.87 1/2
25 lbs. tea @ 36c,	9.00
12 lbs. baking powder, in tins,	2.50
10 lbs salt @ 2c,	20
1 lb. pepper, @ 20c,	20
8 lbs. 4 boxes of matches,	80
12 lbs. soap,	1.00
2 lbs. ginger, medicines, etc.,	2.55
1 070 lbs.	\$80.00

The beans and rice may be supplemented or replaced by evaporated fruit or vegetables. Sugar is taken instead of syrup, being more easily carried and can easily be made into syrup on occasion.

A cooking and mining outfit is necessary as well as food, and the weight and cost must be reckoned. To travel or mine successfully two men must go together, therefore instead of each having a separate outfit throughout, the more heavy and costly of this class of necessities may be divided between two or even four miners.

Hardware, single outfit:

	Weight lbs.	Cost.
Cooking utensils:		
Copper tea kettle,	1 1/2	\$1.50
Frying pan,	1 1/2	50
3 tin plates, 2 tin cups, table knife and fork and butch knife,	1	1.00
Mining tools:		
Shovel,	4 1/2	\$1.00
Pick,	4	\$1.50
Gold pan,	1 1/2	75
Quicksilver,	1	1.00
Axe and handle,	5	1.25
Hatchet,	1	65
Set files,	1	.50
Nails,	10	.80
Sundries:		
Scythe and fittings,	7	1.50
6 hanks saring wire,	1/2	.16
6 mink traps,	6	2.10
Gilling twine,	2	2.00
Fish hooks, chamois, goggles, etc., awl, gimlet, scissors, etc., sundries,	3	3.79
	50	\$20.00

Double outfit, half to be charged to each man:

Set grizzly irons,	16	1.00
Iron barrow wheel,	11	1.75
Whip saw,	10	9.00
Hammer,	1	.50
Hand saw,	2	1.25
Auger, 1 1/2 inch,	1 1/2	.85
Brace and bits,	4	1.00
Chisel and cold chisel,	1	.65
Large kettle,	4 1/2	1.50
Folding reflector,	4	2.00
Tracking line,	12	3.00
Pitch,	10	.80
Oakum,	15	1.20
Wedge tent, 7x10, 12 oz. duck,	15	11.50
Fibre tub,	3	1.00
Caulking iron and sundries,		3.00
	110	40.00

Bedding and clothing, special:

2 pair H. B. blankets, 4 pt. @ \$9.50, (3 pt. blankets per pair \$6)	\$19.00
2 yards duffel for heavy socks at \$1.75,	3.50
4 yards stroud, for grizzly blankets at \$1.50,	6.00
2 pair beef moccasins, fur lined, per pair, \$1.50,	3.00
Rubber boots, hip,	5.00
2 suits heavy underwear,	5.00
6 pair wool socks,	1.50
4 pair overalls at \$1.25,	5.00
Leather jacket, sheep lined,	10.00
Mackinaw shirt,	3.50
2 pair wool mitts,	1.00
2 pair leather mitts,	1.00
Slicker,	4.00
Ground sheet 7 feet by 4 1/2,	2.75
2 dunnage bags,	2.00
Needles, thread, etc., and sundries,	75.00

Weight say 75 pounds.

This brings the cost of outfit to each man up to \$195 and the weight to 1,250 pounds and does not include a gun or ammunition. The most useful gun for the miner, as distinguished from the hunter, to take is a double barreled muzzle loading shot gun, which will cost up to \$15. There is less danger of breakage in rough handling than in case of a breechloader and also less danger from running out of ammunition. A shotgun is vastly more useful than a rifle for killing game and a rifle is not needed for self defence. Add cost and weight

D. R. FRASER'S

LUMBER & FLOUR

Mills.

FLOUR AT A GREAT REDUCTION.

A large and assorted stock of Dry Lumber on hand which has been lately augmented by the purchase of Fraser & McKernan's stock.

British Columbia Fir and Cedar Lumber, Shingles, Lath, Mouldings and Casings, Doors and Windows.

TRY...

H. ASTLEY,

GROCER & TEA DEALER

For the Best Tea
For the Best Coffee
For the Best Butter
For the Best Sugar
For the Best Flour
For the Best Bran & Shorts
For the Best Graham Flour
For the Best Rolled Oats
For the Best Potatoes.

Flour at Reduced Prices.

H. ASTLEY,

Grocer and Tea Dealer, Edmonton

Marshall's Teas.

A new supply just to hand in Ceylon, India, Congou, Japan, Young Hyson, Gunpowder, etc., etc., of choice quality and at the usual low prices.

BECKETT & CO.

AGENTS..

Prudent People Protect their Property by insuring in the

CANADIAN FIRE INSURANCE CO'Y.

W. J. RICHARDSON

LOCAL AGENT. EDMONTON.



Best Fresh Beef AT VANCE'S

VENISON, ELEPHANT

STEAK

AND BEAR

THIS IN MIND, FOR

... CASH ONLY ...

Edmonton Planing Mills.

Cedar Sash and Doors, Mouldings, Casings, etc. Window and Door Frames made to order. Also all kinds of Turned Work.

Kanamskie Line for sale. A carload to arrive next week.

K. A. McLEOD, Proprietor.

Mill and office, corner Namayo Avenue

P.O. Box 175

E. RAYMER



Will keep the very best stock of Watches, Clocks, Jewellery and Silverware possible for 1897. Also will be in position to do the best of work in the repairing department.

PURE BRED Shropshire Rams.

A number of Pedigreed Shropshire Rams for sale. A few ewes of the best breeding will also be sold cheap in order to reduce the flock. Price, delivered by express at any station in the North-West, quoted upon application. We have a few Thoroughbred Brahms and Plymouth Rock Cockarins on hand, to be disposed of at low prices to make room for breeding stock. Address:

THE MANAGER OF CHATHURST FARM,

Box 196, Calgary, Alberta.

LAND TITLES ACT 1894.

MORTGAGE SALE

OF VALUABLE

Farm Property!

QUAIL vs. FOISEY.

Pursuant to the order of the Honorable Mr. Justice Rouleau made herein the 13th day of September, 1897, there will be offered for sale at public auction, at the Robertson Hall, in the Town of Edmonton, on Friday, the 22nd day of October, 1897, at 2.30 p.m., by W. S. Robertson, auctioneer, the following property:

The Northwest quarter of Section 14, Township 55, Range 25, west of the Fourth Meridian, containing 160 acres.

The above property may be otherwise known as the farm of Alphonse Foisey, and is situated at a convenient distance from schools and market.

TERMS: 25 per cent. of purchase money down on date of sale, balance in four installments, payable on the 1st, 4th, 7th and 10th of November, 1897.

Further terms and conditions will be made known on date of sale, or on application to

BECK & EMERY,

Vendors' Advocates.

Or to W. S. ROBERTSON,

Auctioneer.

LAND TITLES ACT, 1894.

MORTGAGE SALE

OF VALUABLE

Town Property.

Dominion Building & Loan Association vs. Bond.

Pursuant to the order made by the Honorable Mr. Justice Rouleau herein the 13th day of September, 1897, there will be offered for sale at public auction, on Friday, the 22nd day of October, 1897, at the hour of two o'clock p.m., at the Robertson Hall, in the Town of Edmonton, on the following lands, namely:

Lot 100, Block 10, to 103, both inclusive, in Block 6, Plan B, Hudson's Bay Company's Reserve, Edmonton.

The above property may be otherwise known as the residence of Mr. H. B. Bond, and comprises a commodious and comfortable dwelling house. Lots 100 and 101 on which is situated the dwelling house and outbuildings, will be put up in one parcel and the other lots will be put up separately.

TERMS: 25 per cent. of purchase money on date of sale, balance in four installments, payable on the 1st, 4th, 7th and 10th of November, 1897.

Further terms and conditions of sale will be made known on date of sale or on application to

BECK & EMERY,

Vendors' Advocates.

If Prof. Dawson were using this language now it could be considered a bold-faced attempt to create a boom; but when it is remembered that it was put in print ten years ago as a result of a personal examination of the field

Hudson's Bay

Company

(INCORPORATED 1670)

Carry the largest and most complete stock of General Goods in Edmonton and special attention is being paid to filling

Prospectors' Orders for Supplies of all kinds.

Some reasons why you should outfit with us are :

We have had a large experience in the country and this we place at your service.

We handle only the best and most reliable goods.

We import them direct, under the most favorable conditions, and being the largest buyers we secure the best prices, of which we give our customers the benefit.

We can handle your whole order, not only saving you trouble in the matter, but securing to you the utmost commercial advantage which can be attached to an extensive transaction.

We have a large connection in the North, and interest in our customers does not end with the sale. Assistance and information can be secured at any of our posts en route.

You will never regret outfitting at

HUDSON'S BAY Stores.

EDMONTON TO YUKON.

[CONTINUED FROM FIRST PAGE.]

by the Professor in his capacity as government geologist, and where very little exploration or work had been done it has a value in view of the extraordinary manner in which it has been verified that must be admitted to be very great. It will be noted that the Professor lays special stress on the desirability of prospecting the smaller streams and the head waters of the rivers. As the Edmonton route leads most directly to the upper waters of the main stream of the Yukon, of whose likelihood to be richly gold bearing Prof. Dawson speaks so encouragingly, that is the route for the prospector looking for new fields to take. If he is not suited on the upper waters he can easily float down stream. But if disappointed on the lower waters it is a long and hard pull to get up stream to the head.

ALL GOLD BEARING.

Not only does the Pelly offer the most likely field for the prospector at the present time of the whole Yukon region, but the Liard, up the valley or waters of which the Edmonton route goes, is also known to be gold bearing. Gold was struck on the bars of the Liard west of where it passes the Rockies in 1873 by Thibert and McCulloch. They went on up the Liard and Dease rivers and struck the Cassiar diggings on Dease river and lake. From 73 to '87 these diggings yielded \$5,000,000. The miners and their supplies came in from the coast. During the height of the excitement men went on to the Liard and up the Frances, and found paying diggings, but the cost of getting in supplies by that route to the Upper Liard and Frances river was so great that the miners withdrew, leaving the richness of the region demonstrated and yet only very little prospected. The subsequent construction of the railway to Edmonton has furnished a new base of supply and materially altered the conditions. The Cassiar range of mountains lying northwest and southeast parallel to the course of the Liard on its southwesterly side, is no doubt the source of the gold. This range crosses the Dease a short distance below and north of the richest diggings. Prof. Dawson reports that \$10 nuggets were taken out of Sayyee creek, a small tributary of the Liard, on the northeast side of the range by a party of miners who wintered there in 1875, but four of the miners died of scurvy and the creek was abandoned. Of the Liard above the mouth of the Dease Prof. Dawson says:

"The gravel bars and shores of this part of the Liard are almost half composed of rolled quartz pebbles. The quantity of such vein material present in this district may be regarded as a favorable indication in respect to mineral development. Some small bars have paid to work along this part of the river, and gold is also found in some layers of the gravel deposit which overlies the older rocks along the canon and above it, where wages at \$4 a day can be made. The amount of cover which it soon becomes necessary to remove in following the paying layers has prevented extensive mining, but probably these gravels might be advantageously worked as a whole by sluicing or by the hydraulic method."

Of Frances lake, Prof. Dawson says:

"There is, too, a notable abundance of quartz along all the beaches of the lake, this material being derived from innumerable veins which traverse the schists in all directions, though most often found parallel to the bedding planes, and generally assuming forms more or less lenticular. The largest of these are often several feet in width, and those seen in the canon of the Finlayson near its mouth, are of workable dimensions if only moderately rich in gold. Specimens of quartz veins, containing some iron and copper pyrites, from the east side of the east arm about midway up on it, were found to contain traces of gold on assay by Mr. Hoffman, the government analyst.

"In general appearance the rocks of Frances lake very closely resemble those from which the rich placer gold deposits of Dease lake are derived, and they are probably of about the same age. Several 'colors' to the pan were obtained from surface gravel at the mouth of Finlayson river, which struck me as specially promising in aspect, and there seems to be no reason why some of the streams flowing across the schistose rocks into the lake or in its vicinity should not prove richly auriferous. This entire district well deserves careful prospecting."

After having reached the above conclusions, Prof. Dawson was told by two miners whom he met that they had made \$8 to \$9 a day at the mouth of the Finlayson, which empties into Frances lake and forms the connecting route to the Pelly.

Black river, which comes into the Liard from the south west of the Rocky mountains and below the mouth of the Dease has, on the authority of Prof. Dawson, been mined to some extent, yielding from \$6 to \$20 a day per man.

The Nelson, which joins the Liard east of the Rockies, was prospected near its head this season by J. Langlais, of St. Albert, and indicated fair pay.

The bars of the Peace in the vicinity of Fort St. John have been mined for many years. Over \$1,000,000 has been taken out of the Omicenia diggings on the waters up the Peace, west of the mountains, and the region is still largely unprospected. Several wealthy companies are now putting in expensive sluicing works.

The Athabasca was mined extensively several years ago above and below where the Edmonton trail crosses, and the MacLeod, which empties into the Athabasca from the southwest about 120 miles northwest of Edmonton, yields considerable gold every year.

The Saskatchewan, upon which Edmonton is situated, has been mined for many years and still yields from twenty-five to fifty thousand dollars per season in gold dust. Improved appliances are now being introduced and it is hoped this yield will be largely increased.

It is a peculiarity of the Edmonton route that from its commencement on the Saskatchewan it lies in gold-bearing territory which increases in richness as the Yukon is approached. In such a distance there is a vast field for the profitable employment of labor and capital which is well worth careful investigation by the ordinary prospector as well as the trained expert.

SURE TO GET THERE.

There is no question about a prospector getting to the Yukon by the Edmonton overland route with all the supplies he needs. He cannot be cornered and the trail cannot be blocked. It is merely a question of time and horseflesh, particularly the latter. That the route is long and difficult every one will admit—as are all the routes that have yet been used. If the Yukon were easy to reach it would have been worked out or monopolized long ago. It is the difficulty of getting in that is the prospector's protection. As the means of access are improved the prospector's chances are lessened and the inducements for him to go there correspondingly reduced. The man who has not resolution and ambition and energy and good management and capital enough to carry him to the Yukon by the Edmonton route will be a great deal better some place else. For although gold is plentiful the conditions of life are exceedingly hard, and unless a man can face and overcome difficult conditions in getting there he cannot expect to overcome the vastly more difficult conditions which will meet him after he has got there. It is no part of the intent of this article to minimise the difficulties of either of the Edmonton routes; but to set out as shortly and plainly as possible how the difficulties can be best overcome. The person who jumps to the conclusion that because a difficulty can be overcome it therefore does not exist will mistake. Our interest directly and indirectly is that the Edmonton route shall be a permanent success and that can only be done by having parties get over it successfully.

THE EARLIEST ROUTE.

The trip from Edmonton to Pelly river will doubtless take from two to three months with loads under favorable circumstances. If haste is desired a start can be advantageously made from Edmonton in the latter end of February or early in March, and the first 500 miles to the Forks of Nelson river, as shown on the accompanying map, covered on the snow. This part of the journey could be completed by April 1st or 15th, and would enable the prospector to reach Pelly river by boat or pack horse by the 1st of June. The Pelly is open at that time and boat could be taken direct down stream to Dawson if desired. The lakes at the head of the Leves, reached from the Chilkoote and White passes are not open until the middle or end of June so that the traveller from Edmonton would have at least two, and possibly four, weeks advantage in reaching Dawson over the traveller going by the Chilkoote pass, besides having a much larger quantity of supplies. There are many advantages connected with starting this early besides the earlier date of reaching the Yukon. The Athabasca and Peace rivers would be crossed on the ice. Much heavier loads could be hauled by the horses on sleighs than could be packed on their backs, and better time could be made. On the other hand is the expense of purchasing feed for the horses while collecting them and on the journey, and the cost of the sleighs and harness, which would be of no further use after the snow had gone.

The trip to Nelson river should be made in 30 days at 16 miles a day. There is no doubt about the practicability of the trip if there is a large party,

YUKON.

McDougall & Secord, WHOLESALE AND RETAIL MERCHANTS EDMONTON, ALBERTA.

The Great Back Door Route to the Yukon.

The greatest Gold producing district that has ever been discovered. Estimated to extend over an area of 500 square miles.

"There is a tide in the affairs of men which taken at the flood leads on to fortune: Omitted, all the voyage of their life is bound in shallows and in miseries."

Seldom does such an opportunity present itself. This could but have happened once; and shall we miss it, lose it forever? No.

Each valuable discovery is farther from the coast, and coming our way.

Therefore, This is the Way to Go.

Edmonton is now acknowledged to be the Shortest, Cheapest and Best Route, and the large majority will no doubt

-- Come this Way and Outfit Here --

Providing they can do so as cheaply as supplies can be brought in. We can assure all who want to know that Complete Outfits can be PROCURED HERE TO BETTER ADVANTAGE AND CHEAPER THAN THEY CAN BE BROUGHT IN.

We have done a very large Outfitting Business this season and know exactly what is wanted and quantity required.

We are now erecting a large block and making special preparations that will enable us to handle the spring trade with greater ease and facility, and we expect to do next season as we have done this—

The Outfitting Business of Edmonton.

We carry a very large and complete stock of everything required and can

Outfit You from Top to Bottom.

As some of those who outfitted with us this season wrote to their friends who intend coming in the spring and told them to bring nothing with them but their grip sack, for we could supply their entire wants.

Complete outfits put up in the shortest notice, and delivered at the Athabasca Landing if required.

We have a Boat Yard at the Landing where boats can be obtained at reasonable prices. We also take charge of your mail matter and forward frequently as opportunity offers through our trading posts on the Athabasca, Peace and Mackenzie rivers, and other places on your route of travel.

The following list will give you an idea of what it will cost to outfit one man for a year, and includes almost everything that would be required. The prices could be made either higher or lower, but this is a fair average:

4 Sacks Flour, 98lbs. each,	\$10 00	Brought forward,	\$149 87
20lbs Corn Meal,	70	Buttons, Needles and Thread,	25
40lbs Rolled Oats,	1 30	1 Camp Cook Stove,	5 00
25lbs I. Rice,	1 75	1 Gold Pan,	75
100lbs Beans,	4 50	4 Knife and Fork,	15
75lbs G. Sugar,	4 87	2 Spoons,	5
75lbs Evap. Apricots, Peaches, and Apples,	10 25	1 Large Granite Spoon,	15
6 Pkgs Yeast Cakes,	50	1 Large Fork,	10
20lbs Candles,	3 00	1 Granite Cup,	15
150lbs bacon,	16 50	1 Granite Plate,	15
25lbs Butter,	3 75	1 Whet Stone,	10
10lbs Baking Powder,	2 50	1 Pick and handle,	1 25
3 Pkgs Soda,	30	1 Hatchet and handle,	75
20lbs Salt,	40	1 Axe and Handle,	1 25
1lb pepper,	25	1 Whip Saw,	9 00
1lb Mustard,	25	1 X Cut Saw,	3 50
1lb G. Ginger,	25	1 Hand Saw,	1 00
10 Pkgs Evap. Vegetables,	2 00	1 L. H. Shovel,	1 00
7 Doz. Cond. Milk,	4 50	20 Lb. Nails,	1 00
10lbs Tea,	4 00	2 Files,	40
25lbs Coffee,	10 00	1 Draw Knife,	75
Laundry Soap,	1 00	1 Plane,	90
Matches,	80	Brace and Bits,	2 00
Evap. Potatoes and Onions,	4 00	3 Chisels,	75
2 Pair Heavy Blankets,	14 00	1 Butcher Knife,	25
2 Suits Underwear,	5 00	1 Compass,	50
2 Cottonade Shirts,	1 50	Rope,	1 50
2 Sweaters,	3 00	1 Fry Pan,	25
1 Heavy Suit,	7 50	1 Hammer,	50
1 Pair Pants,	2 00	1 Auger,	65
1 Pair Overalls,	1 25	1 Bake Kettle,	1 50
1 Mackinaw Suit,	10 00	1 Best Copper Kettles,	6 00
2 Pair Arctic Sox,	1 50	1 Steel Pail,	75
6 Pair Wool Sox,	1 50	1 Granite Wash Basin,	40
2 Pair Mitts,	1 00	1 Candle Lantern,	35
2 Pair Moccasins,	3 00	1 Lb. Quick Silver,	90
3 Towels,	75	1 Pair Goggles,	25
1 Pair Rubber Boots, hip,	5 00	1 Caulking Iron,	75
1 Pair Laced Boots, Miner's,	5 00	10 Lbs. Pitch,	1 50
Mosquito Net,	50	15 Lbs. Oakum,	2 00
		Sundries,	2 18
	\$149 87		\$200 00

McDOUGALL & SECORD,

OUTFITTERS FOR THE YUKON AND THE GOLD REGIONS OF THE NORTH.

To the Yukon!

VIA. PACK SADDLES

Which are to be had in unlimited quantity at the

EDMONTON SADDLERY CO'S STORE.

Complete outfitters in the leather line. Wholesale and retail dealers in Saddles, Whips, Slickers, Carriage Belts, Pistol Holsters, Knife Sheaths, and everything that is found in a first-class Saddlery Shop.

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..ALBERTA..

Meat and Packing

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Capacity 200 Hogs a day.

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Special attention paid to Miners' Supplies.

Cold Storage and Packing House—East Edmonton.

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Edmonton & Yukon

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COMPANY.....

Parties will be personally conducted from Edmonton to the Yukon by EXPERIENCED TRAVELLERS, who have gone over the whole route, on the opening of navigation in the spring of 1897.

A party of selected able-bodied men, with complete outfits to last them for one or two years is being made up for the voyage, for the safety and success of which everything suggested by the experienced foresight of the management and their employees will be done.

For further particulars apply to

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Edmonton, Alberta, Canada.

Yukon Bureau of Information.

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EDMONTON, ALBERTA, CANADA.

Latest and most reliable information regarding the different Land and Water Routes via Edmonton, Alberta, Canada, to the Omenica, Cassiar, Laird, Klondyke and Yukon Gold Fields. Detailed Maps, Tracings and Sketches of the different routes.

Agents for Boats, Flat Sleighs, Guides, Supplies, Pack Horses, Oxen, and Dogs. Write for Gairdner & Harrison's Prospectors' Waterproof Guide Map, 30 x 30in. Price \$2.00. Detailed description in book form of all routes via Edmonton. Price \$1.00.

We are now in a position to supply information about the North, and those who have taken the Edmonton Route, to Newspapers, Journals and Magazines accompanied by maps, sketches and photos.

ARTHUR G. HARRISON,
Civil Engineer.

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GOLD SEEKERS

It will pay you to purchase your Medical Supplies at the

Post, Office, Drug, Store

Dr. A. P. O'Brien,

Of Chicago, says: "I would advise all persons who contemplate going to the Klondyke region to include in their outfit a Medicine Chest composed of the following drugs, the cost of which should be within \$10.00."

I can furnish you his list within the \$10.00 mark, and all pure drugs, also give you the benefit of over 24 years' experience in the drug business.

Graduate of Ontario College of Pharmacy.

GEO. H. GRAYDON
EDMONTON.

Yukon Transport

VIA. EDMONTON.

Boats of all sizes with wheels for portaging.

Boat Stuff.

Pair of oar prospecting Skiffs.

Pack Horses,

Pack Saddles,
(Complete)

Flat Sleighs

Dogs, Dog Sleighs
and Harness

Miners completely outfitted. Orders by wire or mail promptly attended to. Parties would do well to order in advance.

Apply to

A. McNICOL,

Imperial Bank Block, EDMONTON.

EDMONTON TO YUKON.

[CONTINUED FROM SECOND PAGE.]

even though there had been no other travel over the road, as the lead horses could be given light loads and be changed continually so that the labor of breaking the road would fall upon the whole number equally. There is very little doubt, however, that the road will be kept open all winter at least to Peace river, which is over half way to the Nelson. It would not be desirable for the ordinary prospector to push far beyond the Forks of the Nelson on the snow, as the winter grazing for horses is believed not to be so good beyond that point, and the amount of horse feed that would consequently have to be carried would reduce the amount of supplies below the profitable point. The distances from point to point on the winter route to the Forks of the Nelson are:

	Miles.
St. Albert,	9
L'embina river,	36
Athabasca at Fort Assiniboine,	30
South shore Lesser Slave lake,	85
Hudson's Bay Co's post,	40
Peace river,	60
Battle river,	60
Hay river,	120
Nelson river Forks,	60
Total	500

Once the Nelson is reached there is a choice of routes by land or water; or better still, the water route may be used to aid and supplement the land route. Boats may be built at the Forks of the Nelson, which would take all the supplies down the Nelson, 130 miles, and up the Liard, 20 miles, to the beginning of a 35 mile stretch of laborious and dangerous upstream navigation on the Liard. The horses could be driven overland light to this point, known locally as Hell Gate, and they could be used to portage the cargoes for this 35 miles. A stretch of 40 miles of good navigation through the Rocky Mountains follows in which the boats could be used to advantage. Then follow three portages within fifteen miles. Here the horses could again be used with advantage to pass the three portages at once. Then follows 150 miles of navigable water with some short portages, to Frances lake. From Frances lake to the Pelly is 50 miles and although there is a canoe route for the greater part of the distance, if horses were available it would be quicker and easier to pack for the whole 50 miles. Prof Dawson in his report says that this portage is suitable for the use of horses and that there is abundant feed for them. By this route the distances in which pack-horses are required from the Forks of the Nelson to Pelly river aggregate only 100 miles. In the course of the 35 mile portage first mentioned the boat itself would require to be portaged for the last four miles only, known as the Devil's portage. In the case of the 15 mile stretch, the boat itself would have to be portaged two miles in one place and a half a mile each in two other places. In the 50 mile stretch from Frances lake to Pelly river, canoes or small boats have to be portaged for two miles at the mouth of Finlayson river which enters Frances lake from the west and for five miles from the west end of Finlayson lake to a creek putting into the Pelly. These are the portages which were made by the H. B. Co. when they used the Liard river route to Fort Selkirk on the Yukon.

The Nelson river opens from the 15th of April to the 1st of May and the Liard from the first to the 10th of May. The snow is gone a considerable time before the rivers open.

The Nelson offers an alternative route to Peel river much earlier than that from Athabasca Landing, as there would be no delay awaiting the opening of Great Slave lake and there is uninterrupted river navigation all the way.

Full and accurate information as to the best route to take after the snow has gone will be available long before it will be required in the spring, from the exploring parties who have been sent out by the government and by the business men of Edmonton respectively, and from the large number of prospectors who have started out this season, therefore nothing need be said of it here. There is bare ground at Edmonton and north from the 1st to the 20th of April.

WINTER FREIGHTING.

The extra cost of an outfit to start on sleighs in March will be about as follows:

Flat sleigh,	\$5.00
Harness for horse hitched to sleigh,	3.50
300 lbs. oats per horse (10 lbs. a day for 30 days) say	4.00
	\$12.50

A horse should haul 700 pounds on a flat sleigh, of which 300 pounds would be his own feed and 400 load. If a very large number of horses were being taken double sleighs could be used, in which case the horses could start with 1,000 pounds each, or 700 pounds each of load. As the maximum load for a pack horse on a long journey is 200 pounds, one horse can haul to Nelson river the loads of from two to four pack horses. To put it another way. By starting from Edmonton in March and using the boat route from the Forks of the Nelson, less than half as many horses will be required to transport a certain quantity of supplies than by pack trail in the summer season. Five horses will land 2,000 pounds of supplies at Nelson river on sleighs. Ten as good, or better, horses would be required to land the same amount at the same place using packs, and the work of the driver would be much greater.

OUTFIT AT EDMONTON.

As Edmonton is the terminus of the railway and therefore the point at which the prospector provides or arranges for his own means of transport it is naturally the place at which to outfit for either the land or water routes. As the trade of the whole of the Mackenzie and Peace river regions, including the Porcupine branch of the Yukon, centres here, it is above everything else an outfitting place. That is the business which is the principal cause of its existence and prosperity. The gold mining on the Saskatchewan, MacLeod, Athabasca and Peace rivers for many years past has made the dealers familiar with the requirements of miners. Consequently prospectors can be sure of getting the articles they require of the kind and quality they require at the time and place at which they are required, and where they are in the best position to make their selection. By far the larger number of parties who have passed through Edmonton this summer have outfitted here. All have expressed themselves well pleased with the goods and prices. Those who have brought their outfits with them, including parties from Montreal and Chicago have in all cases written back to their friends, coming afterwards, to buy at Edmonton. The Edmonton merchant buying wholesale and bringing in by the car load can certainly lay down goods here much cheaper than the individual buying retail in the east and paying way freight rates on the long distance to Edmonton. Competing specially for the outfitting trade, it is business for the local merchant to divide this advantage with his customer, which he does. So that any goods required for a prospectors outfit, bought no matter where, will cost more landed at Edmonton by the prospector than he can buy them for here. In the case of purchases in the States the disadvantage is increased by the duty on all articles and by the fact that all woollen fabrics are dearer in the States than in Canada to begin with. In the case of provisions such as flour, oatmeal, butter, bacon, lard, etc., as Edmonton exports these products they are necessarily cheaper here at the point of production than they can be at points to which they are exported. In the district are two large first class roller flour mills; a large and also first class oatmeal mill; the largest pork packing establishment west of Winnipeg; a creamery, etc. The wholesale outfitting business of the town includes an establishment of the Hudson's Bay Company, having the unlimited resources of that company at its back to meet any possible demand; McDougall & Secord, who do an outfitting business of several hundreds of thousands of dollars a year, and who are interested in trading posts as far north as Great Slave lake; Ross Bros., who having cornered the hardware trade of the whole north have gone into general outfitting on an immense scale; Larue & Picard, who have trading establishments at Slave lake and on Peace river, and a number of other large establishments in general and special lines, who compete strongly for the local and outfitting trade, but make a speciality of the former rather than of the latter. Besides these Galt Bros., and K. Mackenzie, wholesale grocers of Winnipeg, have branch establishments at Edmonton. If at any time the impossible should happen and such a rush should occur that the demand could not be met at once, any of these houses can get the goods required on an order by wire in less time than the same goods purchased retail in an eastern city could reach Edmonton. In several cases this season parties were delayed two and three weeks waiting for goods which they had ordered before starting, and in several cases had to purchase other outfits at Edmonton rather than suffer longer delay. In many cases also men had burdened themselves with non-essentials so that they were overloaded, without having a full supply essentials.

Not the least advantage of outfitting at Edmonton is that the prospector can suit his purchases to his means of transport, as he cannot before reaching

ROSS BROS.

.. Wholesale and Retail Merchants ..

Miners' ..
Traders &
Trappers'

Supplies..

...CONSISTING OF...

Flour, Bacon, Tea, Coffee, Beans, Hardtack, Butter, Syrup, Baking Powder, Rice, Evaporated Fruits and Vegetables, etc.,

Miners' Shovels, Picks and Pans, Quicksilver, Grizzley Irons, Camp Equipments, Hatchets, Chopping Axes, Hammers, Drills, Chisels, Powder and Fuse, Pit and Hand Saws, Files, etc.

Blankets, Tarpaulins, Tents, Mosquito Bar, Moccasins, Duffels, Mitts, Jumpers, Overalls, Leather and Gum Boots and Shoes, Goggles or Snow Glasses, Men's Furnishings, Hats & Caps.

Every Department Complete.

We have everything a Miner wants—except Gold.

You save duty by buying from us, and avoid delay waiting arrival of goods bought in the East.

Rifles and Ammunition, Camp, Cook and Heating Stoves.

Yukon Medicines

The Oldest Established Drug House
in the North.

-- MACDONALD'S PHARMACY --

THE LARGEST STOCK.

THE LARGEST STORE.

MACDONALD'S SPECIAL YUKON MEDICINE CHEST is an absolute necessity to every Gold Miner, Prospector, Hunter or Explorer. As we have had many years' experience in supplying MEDICAL OUTFITS for the Great North Country, we know just what is required, and in our SPECIAL MEDICINE CHEST you carry nothing but what is an actual necessity to every Northern Traveller.

PRICES FROM \$3.00 TO \$15.00.

We can supply you with EVERYTHING in our line. Our Stock is complete.

We have the contract from the Canadian Government for supplying all Drugs required on the Northern Indian Reserves.

We have also supplied all Medicines and Drugs taken by the different detachments of the Northwest Mounted Police that took the Edmonton route to the Yukon.

We buy in the best markets and pay cash, and can therefore supply you at rock bottom prices.

MACDONALD'S PHARMACY,

East of Imperial Bank,

EDMONTON, ALBERTA

.. Klondyke ..

Stewart, Pelly and Liard Rivers is where fortunes are being found.

EDMONTON

Is the shortest and best route to the Gold Fields, and

LARUE & PICARD'S

Is the place for intending miners to buy their necessary

-- Outfits --

Valuable information furnished free in reference to Routes, Guides, etc., by the firm, who have a branch store at Slave Lake. Come and see us.

CORRESPONDENCE SOLICITED.

LaRUE & PICARD.

Walker's Dry Goods Emporium.

: Dry Goods :

New Fall and Winter Goods arriving by every train.

A LARGE ASSORTMENT OF

Ladies' Felt Hats

Just placed in stock and going rapidly. Secure your choice before they all go.

Ladies' Jackets

The most complete line of these goods ever brought into Edmonton. Over 60 to choose from.

W. JOHNSTONE WALKER.

... THE MANCHESTER HOUSE.

Edmonton is the Place to Outfit

FOR THE GOLD FIELDS.

By purchasing here you can save duty and freight charges, besides being able to get the goods suitable for the north country.

OUTFITTING IS OUR BUSINESS

..We carry the largest stock of..

.Miners' Clothing.

Hats, Caps, Mackinaws, Blankets,

Sleeping Bags,

Tueques, Socks, Boots, Moccasins,

In the North at prices pleasing and profitable to the purchaser.

All our goods guaranteed as represented.

Write us for information.

W. T. Henry & Co.

Miners' Outfitters, Edmonton, Alta.

THE MACKENZIE ROUTE.

While the overland route from Edmonton offers special advantages to the prospector desiring to reach the upper waters of the Yukon and to get in with horses so that he can move about freely when he gets there, or to persons desiring to drive in beef cattle for their own use or for sale, the water route by way of the Mackenzie offers advantages vastly superior to any other route to the miner whose objective point is the established workings at Dawson City, Forty-mile, or Circle City, and who wishes to reach there with one or two years provisions. Very few of those who have joined in the rush of this season have actually reckoned the amount of provisions and other supplies which they will require for a year and consequently hundreds have gone believing they had a year's supply will find themselves short in six months. A healthy hardworking man requires from two and a half to three pounds of food every day of his life or say 1,000 pounds for a year, 1,500 pounds for 18 months and 2,000 pounds, or one ton, for two years. He will require, besides, implements and clothing to the amount of two or three hundred pounds. A man will take from two to three months getting into the Yukon by any of the routes. If he starts in March with only 1,000 pounds of food he will only get into the country in June. The winter closes in in September. He has only had three months of prospecting, and if he does not get out before the next March he will be out of food. If he can get in with 1,500 pounds, or 18 months supply, he will have two summers prospecting in sight instead of only one; and if he strikes anything the second summer he can remain and work all winter if he has a two years supply with him. No matter how much supplies he has he will have use for it all if he stays in the country, and if he does not stay what he has to spare will always be worth gold. By the Mackenzie route the miner can reach the Yukon with a two years supply of provisions for very little more than his bare passage from the coast to Dawson will cost him, and for a fraction of the money that it will cost him by the Chilkoot or Stickeen routes. The rivers furnish the motive power for almost the whole of the distance and the time taken is little if any longer than by the mouth of the Yukon. The open season is practically much longer than by that route, the reason being that the journey down the Mackenzie can be begun long before the ice has cleared out of Behring sea, and Fort Yukon can be reached under favorable conditions by way of the Mackenzie before the long voyage up the Yukon can be begun. The open season by way of the Mackenzie is long if the forepart is taken advantage of, as water is open at the southern starting point long before it is at the portage from the Peel to the Porcupine; and the Mackenzie is by far the longest part of the route. On the other hand if a late start is made from the southern end it is very short, too short indeed to be gone through in the one season. The difficulty with the large number of parties who have started over this route this season is that they all started too late to have a reasonable chance of getting through this year. However they all had the advantage that they need not limit themselves in the quantity of supplies taken and therefore need not be at any serious loss by reason of the supplies consumed this winter.

By the Mackenzie route the boat is the means of conveyance and the size and build of the boat should be regulated by the amount of supplies which it is desired to take and the number of men accompanying. A boat is required large enough to carry all the supplies that are required and yet not so large that it cannot be handled easily in the portages by the men available. It will have to drift down stream, shoot rapids, sail on lakes Athabasca and Great Slave, be tracked in shallow water up Poplar or Trout river to McDougall pass, will have to be portaged in several places, and finally be tracked or sailed up the Yukon. There is plenty of room for argument as to the boat that should be used under all these circumstances, but after most careful enquiry the BULLETIN has arrived at the following conclusion, provided a party of four to eight men are going, desiring to take from 1,500 to 2,500 pounds of supplies each. The build of boat best adapted to all the circumstances to be met with on the route is the well known Hudson's Bay Co's York or inland boat. A boat of this build, 24 feet keel, 8 feet beam and 2 feet 9 inches depth is known as a half sized York boat. It would carry in all weathers and circumstances from 2½ to 3 tons. Four men would be a full crew. Such a boat would weigh about 1,200 pounds and would cost at Edmonton \$150. At the Landing the cost would be about \$175. Sailing tackle extra. This boat could be managed easily in good water down stream or under sail by two men. If two such boats accompanied each other the crews could be doubled in passing rapids, and on portages eight men would be required. Four such boats with eight men, not afraid to work, and starting from the Landing with the first open water in April or even on the high water of the latter end of May, could reach the Yukon easily in August, with two and a half years' supplies to the man. The total amount of portaging of loads in that distance would be

	Mile.
Grand Rapids,	½
Cascade Rapids, (possibly)	½
Fort Smith Rapids, 4 portages ½ mile each,	1
McDougall Pass,	¼
Total	2½
Portage of boats:	
Three portages in Smith rapids, ½ mile each,	¾
McDougall Pass,	¼
	1¼
All these portages except one of those at Fort Smith are over level ground, as compared with the 35 miles with 3,500 feet climb over the Chilkoot pass. Total distance of up stream navigation from Athabasca Landing to Fort Yukon	
Slack water on Trout river,	15
Swift water on Trout river,	21
Tributary of Trout river to Summit lake,	7
	43

Boats of other build costing less according to carrying capacity than the York boat may be had, but it is poor economy to start out on such a long trip, where everything depends on the adaptability and manageability of the boat with anything but the best, particularly as there must, for many years, if not for all time, be a great deal of the prospecting and carriage of supplies to the upper waters of the Yukon done by boat. Therefore a good boat will necessarily be worth its cost on reaching there while a poor boat is a danger and delay on the road and a loss on arrival.

Boats are built of any size and style either at Edmonton or at the Landing, to order. The boats built for use by Yukon bound prospectors this season were flat boats, sturgeon heads and clinker built skiffs. They were ordered in preference to the York boats because they could be put together more cheaply and quickly, costing only from a half to a quarter as much as a York boat, but they were poor economy. Parties starting in the spring should send one of their number ahead to order the boat, giving from a week to two weeks for construction if a York boat or sturgeon head is ordered. In that case there would be no delay on the arrival of the main party.

Boats built at Edmonton can be freighted to the Landing—if not too large—at a cost of three-quarters to one cent a pound. During the past season lumber could only be had at the Landing if whipsawed there or freighted out from Edmonton. A saw mill is being established there during the coming winter by Alex. Fraser and an unlimited quantity of lumber sawn specially for boats will be available at the Landing next spring at from \$20 a thousand feet up, according to dimensions, for rough lumber; dressing \$2.50 to \$3.00 per thousand extra. There will therefore be no delay for want of boat lumber next season nor any reason for complaint as to its price.

From Edmonton, the terminus of the railway, to Athabasca Landing the beginning of navigation on the Mackenzie route is 96 miles. There is a good sleigh or wagon road. The trip occupies from two to four or five days according to the weight of the loads and the state of the roads, and the rate of freight is one cent a pound in winter or three quarters of a cent in summer. There are no hotels north of Edmonton and only one or two stopping places, so that the traveller must be prepared to camp out on his way to the Landing, and at the Landing as well.

ATHABASCA RIVER.

The Athabasca at the Landing is about 200 yards wide and opens from the 10th to the 25th of April. A guide is not absolutely necessary for the first 150 miles from the Landing, but below that point from the head of Grand Rapids to Ft. McMurray one is absolutely necessary. As most of the guides live about 50 miles west of the Landing at La la Biche, they are generally engaged at the Landing for the trip to McMurray. They are paid \$50 and board for the trip. Boatmen to help over the portage at Grand Rapids and through the rapids below may be engaged at \$25 for the trip. But if the boats are fully manned or if the crews of several boats will double through the rapids extra men are not necessary.

There is no impediment to navigation until Pelican rapids is reached 120

miles below the landing. These rapids are not dangerous, but of course care is needed. There is no danger in high water, but in low water rocks are to be guarded against.

Grand Rapids is reached 45 miles below Pelican rapids. The boat is landed where the steamboat also lands on the right bank of the river ½ mile and a-half above the head of the rapids. Half the load is taken out and the boat taken to the head of an island which lies right in the rapids. A return trip has to be made for the second part of the cargo. The cargo is then carried to the lower end of the island which is also the end of the rapids, half a mile. The empty boat is let down alongside the island by a line and loaded at the foot of the island. The landing at the foot of the island is difficult. Two miles of rough water follow below the island, which requires care in navigating in low water. The H. B. Co.'s steamer Athabasca runs between Athabasca Landing and Grand Rapids. The run by row boat from the Landing to Grand Rapids can be made in two and a-half days.

Twenty-five miles below Grand Rapids is the Brule rapid, which is run near the left hand shore. Sixteen miles below is the Boiler rapid, which in high water is run on the left hand side and in low water on the right. In the fifteen miles below the Boiler rapid occur the Drowned rapids, run on the left hand side; the Middle rapids, run on the left; the Long rapids, run on the right; the Crooked rapids, run on the right; the Stony rapids, run on the right; the Little Cascade and the Big Cascade rapids. The channel in the latter is on the left, and can be at high water; but in low water there is an abrupt fall of three feet, and a part or the whole of the load is portaged a few hundred yards and the lighter boat let over on a line. The Mountain rapid—the last of the series—is ten miles below the Cascade. It is entered on the left side. In the middle the river is crossed to the right, the lower part being run on that side. A rifle five miles further down is called Moberly rapid, and is passed on the left hand side. In a good state of water boats from Grand Rapids to McMurray make it in one and a-half to two and a-half days. These numerous rapids should not be attempted without a guide and a full crew should be in each boat. As they are all short, boat's crews can be doubled if short of their full number in going through each one, without much loss of time. Total distance, Grand Rapids to McMurray, 87 miles.

McMurray to Lake Athabasca, 170 miles, good navigation, no impediments. Lake Athabasca to Chipewyan, 10 miles across lake. Shore must be followed westward from mouth of Athabasca to opposite peninsula on which Ft. Chipewyan is situated.

Chipewyan to Rock river, the outlet of Lake Athabasca, 10 miles north-westerly along shore and amongst islands. Local guide an advantage for this distance.

Rocky river to junction with Peace, 20 miles; good navigation. Peace river junction to Smith landing, 75 miles; good navigation.

Smith landing to Ft. Smith, 16 miles; land portage for that distance if preferred. Rate of freight, 50c. per 100. Guide necessary if river is followed; can be procured in adjoining Halfbreed settlement. Guide charges \$25, and extra men to help over portages \$15 each for trip.

At Cassettes rapid, boats and loads are portaged ¼ mile, level ground. Next rapid is generally run without portage.

Mountain rapid, boats and loads portaged ¼ mile over hill 100 feet high. Block and tackle used to get boat up.

At Pelican rapid boat and load portaged ¼ mile; level ground.

At Drowned rapid the boat is generally run down with half load. With full crews about two days are generally occupied on these portages.

H. B. Co. steamer Graham runs between Smith landing and McMurray. The Roman Catholic mission also has a steamer on the same stretch of navigation.

Ft. Smith to Ft. Resolution on south shore Great Slave lake 196 miles; good navigation.

Ft. Resolution at entrance to Ft. Providence at outlet of Great Slave lake westward along south shore of lake, 168 miles. Difficult and dangerous for flat boats except with fair breeze. Slave lake opens from June 15th to July 10th.

Providence down the Mackenzie to Simpson at mouth of Liard 161 miles. Good navigation.

An alternative route may be taken to Pelly river up the Liard, from Simpson to junction of Nelson river, a point on the overland route, 240 miles, tracking up stream. Navigation fairly good. If this route were taken a full crew of four to five men would be needed to each boat.

Simpson to Wrigley, 136 miles; Norman, 184 miles; (River opens at Norman from May 12th to May 28th and closes Oct. 7th to Nov. 2nd). Good Hope, 174 miles; Mouth of Red River, on west bank, 214 miles; delta of Mackenzie, 48 miles; Peel river, taking first westerly channel of delta, 32 miles.

Fort Macpherson, 13 miles up Peel, is the commencement of 60 mile land portage to Bell branch of Porcupine, used in winter by the Hudson's Bay Co. Peel river is half a mile wide at Macpherson and is said to close from 10th to 20th September. The Peel comes from the gold-bearing region of the Yukon and has never been prospected.

The boat route crosses Peel river at the delta channel by which it is entered and goes up Trout river, 15 miles, in slack water.

Then follows 24 miles of the same stream against a stiff current, but without portages. Then a small tributary of Trout river from the west eight miles. Then a portage of 300 yards across the summit of McDougall pass to a creek flowing westward into the Bell river branch of the Porcupine which is the north branch of the Yukon. Down this stream six miles to Bell river.

From Trout river to Bell river is 14½ miles, in a level, grassy and nearly treeless valley. This is the McDougall pass through the Rocky Mountains. Jas. McDougall went through this pass, both ways, in the season of '72 with a boat and crew of five men, taking 1,000 pounds of trading goods besides their own supplies. W. Ogilvie, D. L. S., crossed with loaded canoes in 1889, and surveyed it, and R. G. McConnell, of the geological survey, sent his boat through from east to west in '91. The summit of the pass of 1,100 feet above the waters of the Mackenzie.

McDougall pass to the Porcupine 50 miles good navigation down Bell river. Bell river to the Yukon, 275 miles, excellent navigation.

To Gold Miners

When outfitting for the Gold Fields and preparing for the long journey before you reach them, you can secure from me your complete outfit of...

Pack Saddles
Packing Straps,
Pistol Holsters,
Knife Sheaths,
Gun Cases,
Cartridge Belts, Etc.

Harness, Saddles, Sweat Pads, Curry Combs and Brushes on hand. All kinds of leather work made to order at reasonable rates.

B. J. COLLINS,
Opposite Ross Bros.

Before going to the..

Yukon

You can save Gold by buying your supplies at

Gariepy & Chenier
GENERAL...
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Dealers in Staple Dry Goods,
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One dark grey horse, weight about 1200 pounds, branded J 803 left shoulder; one dark grey mare with circle 2 brand on left shoulder. Any information leading to their recovery will be rewarded. 96-7
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O. U. W. Lodge No. 23 meets in the Masonic hall on the second and fourth Friday in each month at 8 p. m. Visiting brethren cordially invited. T. Bellamy, W. M. H. W. HONEY, Sec.

I. O. F. Court Edmonton, No. 1246, Independent Order of Foresters, meets fourth Friday in each month at 8 p. m. in Masonic hall. Visiting brethren cordially invited. G. GRIERSON, C. M. J. LUBBOCK, R. S.

O. F. Court Beaver House, No. 7566, meets third Tuesday in each month at 8 p. m. in the Houston's hall. Visiting brethren cordially invited. W. B. STENNETT, C. R. J. W. KELLY, Sec.

I. O. G. T.—Lochmendon Lodge No. 111 of the Independent Order of Good Templars. Meetings every Tuesday at 8 p. m. in Good Temple Hall (old Methodist church). Rev. C. B. FREEMAN, C. T. Ida L. TRIBLE, Sec.

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